

Mails.

NORDDEUTSCHER LLOYD,

BREMEN.

IMPERIAL GERMAN MAIL LINE.

FOR STEAMERS TO SAIL.

SHANGHAI, NAGASAKI, KOBE, "ZIEGEN" About WEDNESDAY, 23rd September.

NAPLES, GENOA, GIBRALTAR, SOUTHAMPTON, ANTWERP, "PRINZ EITEL FRIEDRICH" THURSDAY, Capt. E. Malchow Noon, 24th September.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY and "PRINZ WALDEMAR" THURSDAY, Capt. W. v. Souden Noon, 8th October.

KUDAT and SANDAKAN, "BORNEO" Middle of October.

For further Particulars, apply to:

NORDDEUTSCHER LLOYD.

MELCHERS & CO.,

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 21st September, 1908.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL. TO and FROM JAPAN via SHANGHAI.

FOR STEAMERS CAPTAINS TO SAIL ON

SHANGHAI, KOBE, YOKOHAMA... CALEDONNIEN... Martin... 28th Sept. P.M.

MARSEILLES, VIA PORTS... ERNEST SIMONS... Girard... 29th Sept. at 1 P.M.

SHANGHAI, KOBE, YOKOHAMA... POLYNESIE... Broc... 12th Oct. P.M.

MARSEILLES, VIA PORTS... VILLE DE LA CROIX... Barillon... 13th Oct. at 1 P.M.

Transshipment on the Co's Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.

Through Tickets to London via Paris from £27.10 up to £71.10. 20 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to:

P. NALIN,

ACTING AGENT,

QUEEN'S BUILDINGS.

Hongkong, 14th September, 1908.

CHARGEURS RÉUNIS.

FRENCH STEAMSHIP Co.—HEAD OFFICE: PARIS.

ALL ROUND THE WORLD LINE.

Outward: ANTWERP, DUNKIRK, LA PALlice, MARSEILLES, GENOA, NAPLES, COLOMBO, via SUEZ, SINGAPORE, HONGKONG, CHINA, WANTAO (Peking, Tientsin), KOBE, YOKOHAMA.

GENOA to HONGKONG in 30 DAYS.

NAPLES

Unique opportunity to make a tour in North-China and Japan with the Greatest Speed and Comfort.

Trans-Pacific: VICTORIA (B.C.), VANCOUVER, SEATTLE, SAN FRANCISCO.

Connecting with the Canadian Pacific Railway.

FREIGHT to OVERLAND... via VANCOUVER.

PASSENGERS to OVERLAND and EUROPE... via VANCOUVER.

YOKOHAMA—VANCOUVER... 13 Days.

LONDON and PARIS... 20

Homeward: MEXICO, RIVER PLATE, BRAZIL, LA PALlice, LIVERPOOL, via MAGELLAN STRAITS.

Proposed Sailings:

* AMIRAL OLY... 13th Oct. CORSE... 11th Jan. 1909.

† CEYLAN... 26th Nov.

† New Twin Screw 16,000 Tons displacement, 1st class accommodation, splendidly equipped with single berth cabins.

Intermediate class and rates of passage.

All round the world ticket by these boats, &c.

For further Particulars, apply to:

P. NALIN, FRENCH MAIL OFFICE.

[160]

WEST RIVER BRITISH STEAMSHIP COMPANIES.

HONGKONG-WUHOW LINE.

THE Steamers "LINTAN" and "SAN-UI" sail from HONGKONG TWICE A WEEK AND COMPLETE THE ROUND TRIP IN 4 DAYS.

These steamers have Excellent Saloon Accommodation, and are Lighted Throughout by Electricity.

THE CLIMATE ON THE WEST RIVER DURING THE WINTER MONTHS IS VERY FINE AND EXHILIRATING.

For further information apply to—

BUTTERFIELD & SWIRE,

AGENTS.

WEST RIVER BRITISH S.S. COMPANY, LTD.

Hongkong, 20th March, 1908.

Intimation.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.

Length inside 514 ft. Width of entrance, top 95 ft.; bottom 75 ft. Water on blocks, 27.5 ft. Time to pump out, 4 hours.

No. 2 DOCK.

Length inside, 375 ft. Width of entrance, top 60.5 ft.; bottom 45.3 ft. Water on blocks, 26.5 ft. Time to pump out, 2 hours.

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent patterns for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Tugboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 35 tons.

Steam Launches of Steel or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

Telephone: Nos. 378, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. C. 4th and 5th Edt.

Idlers, Scotts, A. 1, and Watkins.

Yokohama, May 23rd, 1905.

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Shipping—Steamers.

JAVA-CHINA-JAPAN LIJN.

REGULAR THREE WEEKLY SERVICE BETWEEN

JAVA, CHINA, AND JAPAN.

Steamer.	From	Expected on or about	Will leave for	On or about
TJIPANAS...	JAVA	First half Sept.	JAPAN	First half Sept.
TJIMAH...	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJIBODAS...	JAPAN	Second half Sept.	JAVA	Second half Sept.
TJILIWONG...	JAVA	Second half Sept.	SHANGHAI	Second half Sept.
TJILATJAP...	JAVA	First half Oct.	SHANGHAI	First half Oct.
TJIKINI...	JAVA	Second half Oct.	JAPAN	Second half Oct.

The Steamers are all fitted throughout with Electric Light and have Accommodation for a limited number of Saloon Passengers, and will take Cargo to all Netherland India Ports on through Bills of Lading.

For Particulars of Freight and Passage, apply to

JAVA-CHINA-JAPAN LIJN.

Telephone No. 375.

YORK BUILDINGS, 1st floor,

Hongkong, 7th September, 1908.

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MESSAGERIES CANTONNAISES.

FRENCH LINE OF STEAMERS BETWEEN HONGKONG, CANTON AND KOUANG-SI.

S.S. "PAUL BEAU," 1,900 tons, 14 knots.

S.S. "CHARLES HARDOUIN," 1,900 tons, 14 knots.

The speediest, most luxuriously appointed, and punctual steamers on the line.

Departure from Hongkong at 10 P.M. (Sundays excepted).

Departure from Canton at 5.15 P.M. (Sundays excepted).

These superb steamers carrying the French Mail are fitted throughout with Electric Light and Fans and were specially built for this trade. Excellent cuisine.

The Company's Own Wharf near Wing Lok Street.

Canton Agents: Messrs. E. Pasquet & Co.

For further particulars, please apply to—

BARRETTO & CO.,

Agents.

Hongkong, 28th March, 1908.

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EYES



RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN, CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

Will test your eyes free of charge, and if they are wrong will put them right.

Lenses Ground. All kinds of Repairs. Satisfaction for all requirements.

Ask, or write, for Illustrated Booklet on "Defective Sight"—free.

LONDON.

CALCUTTA.

SHANGHAI.

31, John Street, Bedford Row, W.C.

19, Beutlich Street.

100, Nanjing Road.

Hongkong, 4th March, 1908.

THE FLOUR INDUSTRY IN JAPAN.

SUGGESTED REBATE OF IMPORT DUTY ON WHEAT.

As reported in these columns on several occasions the flour market in this country is at present suffering from an over-supply, and the owners of the flour mills are much exercised over the means of relieving the depression of the industry. Proposals as to the amalgamation of mills, and an agreement as to the quantities of production have been put forward, but nothing definite has been decided upon as yet. Mr. Mori, Director of the Toa Flour Mill Company, speaking with reference to the flour industry, says that the demand for flour in Japan has greatly increased during the last few years. At present the total value of flour imported amounts to something like 10 million yen, which is almost a ten-fold increase compared with the figure a decade ago. Prior to the late war with Russia the production of the domestic mills was only 1,500,000 sacks or thereabout, but the industrial boom subsequent to the war brought a number of large mills into existence. The annual output of these new mills is estimated at 6,500,000 sacks approximately, to which, adding the production of the old mills, amounting to 1,500,000 sacks, brings the total up to 8,000,000 sacks. Details are shown in the following figures:—

OLD MILLS.	Annual Output, Sacks.
Sapporo Seifun	240,000
Shiraiishi Seifun	78,000
Tendo Seifun	60,000
Kumagaya Seifun	78,000
Dai Nippon Seifun (Utsunomiya mill)	120,000
Nippon Seifun	480,000
Mogi Seifun, Kanagawa	60,000
Nisshin Seifun (Yatebayashi mill)	120,000
Nagoya Seifun	120,000
Masuda Seifun, Osaka	120,000
Gomada Seifun, Hiroshima	60,000
Total	1,536,000

NEW MILLS.	Annual Output, Sacks.
Dai Nippon Seifun	600,000
Nippon Seifun (Meiji Mill)	960,000
Nisshin Seifun	480,000
Nisshin Seifun (Yatebayashi mill)	360,000
Teikoku Seifun	720,000
Toa Seifun	720,000
Nippon Seimai	540,000
Masuda Seifun, Kobe	1,500,000
Asahi Seifun, Kyoto	120,000
Nippon Seifun (Hyogo mill)	810,000
Total	6,840,000

Grand Total 8,376,000

The protection given by the Government after the war by raising the duty on flour to 3 per cent., while leaving that on wheat at 15 per cent., is chiefly responsible for so many mills coming into existence. The prevailing dulness of the trade is no doubt due to the sudden increase of production brought about by the arising of these mills. Another factor which has contributed towards the present congestion of the market is that importers, anticipating delay in working operations of some of the new mills, issued orders to the Pacific coast for arrival in September or October last year. Owing to the dislocation of transport facilities the shipments were much delayed, and they began to arrive after the Japanese mills had commenced working. The consequence has been the glut of the market and the fall in price.

The consumption of flour in the country at present is roughly estimated at 8,000,000 sacks. The quantity of the supply, on the other hand, is put at 10,740,000 sacks, including 8,400,000 sacks of the machinery mills and 2,300,000 sacks of the old-fashioned water mills. Thus it will be seen that there is an over-supply of more than 2,000,000 sacks apart from the quantity of flour that may be imported. In these circumstances, it is natural that the mill people should look to the Chinese and Korean markets for extension of the trade. They are of opinion, however, that so long as a rebate of the duty on wheat is not allowed when it is exported as flour after manufacture, the Japanese article will not be able to successfully compete with American flour in the foreign markets. The cost of production of flour in America is much lower than in Japan, and although the latter enjoys an advantage in the matter of freight this can hardly give Japanese flour sufficient opportunity to beat its competitor in the foreign markets. For this purpose the Japanese mill owners have petitioned the Government to allow them a rebate of the duty on wheat when it is exported as flour.

We shall next hear of an application for a rebate of the duty on leather when it is exported as boots, or on iron when it is exported as ships. And yet there are still people who believe that when duty is imposed it is paid by the foreign producer or manufacturer!—Japan Chronicle.

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tin, by all Chemists, etc., everywhere.

BENGER'S FOOD

Intimations.

THE CHINA PROVIDENT LOAN AND MORTGAGE CO., LTD.

(CAPITAL PAID UP \$1,000,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application.)

THE OFFICE OF THE TRUSTEE, EXECUTOR OF WILL, ATTORNEY AT LAW.

Undertaken and Executed.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 10th March, 1908.

GREEN ISLAND CEMENT COMPANY, LIMITED.

PORTLAND CEMENT.

In Casks of 37½ lbs. net \$5.50 per Cask.

In Bags of 50 lbs. net \$3.45 per Bag.

SHEWAN, TOMES & CO. General Managers.

Hongkong, 15th August, 1908.

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Intimation.

Wm. Powell, Ltd.,
ALEXANDRA BUILDINGS.

THIS WEEK.

First Consignment of Novelties for The Fall.

Fashions of To-day.

NEW GOODS IN EVERY DEPARTMENT.

Exclusive New Productions.

Prevailing Styles from London and Paris.

WM. POWELL, LTD.,
General Drapers, Furnishers,
Des Voeux Road,
and
28, Queen's Road, HONGKONG.
Hongkong, 7th September, 1908.

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
WEDNESDAY,
the 23rd September, 1908, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,
SUNDY

GOLD AND SILVER JEWELRY,
GERMAN SILVER SPOONS, CIGAR-
ETTE CASES, PHOTO FRAMES, AND
PHOTOGRAPHIC APPARATUS, MUSI-
CAL INSTRUMENTS, GOLD DAMAS-
CENE WARE, BOOKS, TYPEWRITERS,
&c., &c.

Catalogues will be issued.
TERMS:—As usual.

HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th September, 1908. [856]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by
PUBLIC AUCTION,
FOR ACCOUNT OF THE CONCERNED,
on
THURSDAY,
the 24th September, 1908, at 2.30 P.M., at their
Sales Rooms, No. 8, Des Voeux Road,
corner of Ice House Street,

AN ASSORTMENT OF JAPANESE CURIOS,
Comprising:—
ANTIMONY WARE, BRONZE FIG-
URES, JAPANESE SWORDS, SATSUMA
WARE, OLD CLOCKS, CARVED IVORY
FIGURES, &c., &c.

TERMS:—As usual.
HUGHES & HOUGH,
Auctioneers.
Hongkong, 19th September, 1908. [857]

PARTICULARS AND CONDITIONS
of the letting by Public Auction Sale, to be
held on **MONDAY, the 28th day of September,**
1908, at 3 P.M., at the Offices of the Public
Works Department, by Order of His Excellency
the Governor, of One Lot of **CROWN LAND**
at Kai Lung Wan, in the Colony of Hongkong,
for a term of 75 years.

PARTICULARS OF THE LOT.		Boundary Measurements.		Contents in Acres.		Annual Rent.		Upset Price.	
No. of Sale.	Registry No.	No.	ft.	No.	ft.	No.	ft.	No.	ft.
1	100	1	100	1	100	1	100	1	100
2	100	2	100	2	100	2	100	2	100
3	100	3	100	3	100	3	100	3	100
4	100	4	100	4	100	4	100	4	100
5	100	5	100	5	100	5	100	5	100
6	100	6	100	6	100	6	100	6	100
7	100	7	100	7	100	7	100	7	100
8	100	8	100	8	100	8	100	8	100
9	100	9	100	9	100	9	100	9	100
10	100	10	100	10	100	10	100	10	100

Hongkong, 19th September, 1908. [855]

Intimations.

THE IMPERIAL COLONIAL CLUB.

THE above Club is formed chiefly for
COLONIAL and OVER-SEAS MEM-
BERS; it is situated at No. 81, Piccadilly (the
centre of Clubland), opposite the Green Park.
The Club has a Bridge Section, Reception,
Dining, Billiard Room, Smoking Lounge,
Reading Room and Library.
Ladies are eligible as Members.
Entrance Fee, Five Guineas; Annual Sub-
scription, Five Guineas.
Further particulars from
THE ORGANISING SECRETARY,
81, Piccadilly, W.
London, 19th August, 1908. [769]

FRENCH STORE

(late A. Chazalon & Co.),
6, QUEEN'S ROAD CENTRAL.

HAVE just received a Fresh Assortment
of **AMERICAN GOODS** comprising
the following:—

SALT HERRINGS, MACKERELS,
SALMON BELLIES, CADFISH
BLOCKS, SPICED NORWEGIAN
ANCHOVIES, SARDELLES,
CANNED FRUITS, ASPARAGUS.
&c., &c., &c.
Hongkong, 22nd August 1908.

PABST BREWING COMPANY,
MILWAUKEE.

FRESH SUPPLIES
ALWAYS KEPT IN STOCK
BY
SIENSSSEN & Co.,
Agents for
HONGKONG & SOUTH CHINA,
Hongkong, 19th July, 1907. [81]

RARE COPPER AND SILVER COINS.
FOR SALE.

A MOST Valuable, and Rare Collection of
the **SASSANIAN, ARABIC, CLASSIC, BYZANTINE,**
INDO-SCYTHIAN, and EARLY HINDU DYNAS-
TIES, THE SULTANS OF DELHI (including
Fathma and Suri Kings) and of KASHMIR,
THE MOGHUL EMPERORS, and the AMIRS of
AFGHANISTAN and of BUKHARA, THE
SHAHs of PERSIA, TOGETHER WITH OTHER
MISCELLANEOUS COINS of GREAT NUMI-
MATIC INTEREST, BEAUTY and RARITY.
Apply to—
I. U. MIRZA,
Supreme Court,
Hongkong.

Hongkong, 14th August, 1908. [854]

COMMERCIAL.

FREIGHT MARKET.

Messrs. Lamke and Rogge write in their
fortnightly circular of 19th instant:—

Although the inquiry for tonnage turned out
less restricted than could be expected when last
writing, and actual chartering effected has been
on a larger scale than during the preceding
fortnight, yet freights all along the coast—there
is no exception whatever—continue upon a
non-paying basis. It is becoming more and
more evident that an improvement in rates is
anything but near at hand, for, in spite of
reports from the North as regards autumn
crops reading more like that of late, the
abundance of unemployed tonnage, as also the
difficulty in securing grain that Saigon shippers
seem to meet with, reduce expectations for any
profitable chartering business for the remaining
part of the year to a very low compass. Apart
from Saigon freights, which from present
appearances are sure to prove a failure, there
is at present also no indication that the
Bangkok trade will see any revival during the
autumn; neither does Java promise to provide
much of an outlet for outside tonnage.

With regard to actual fixtures reported dur-
ing the fortnight, these embrace from Saigon
to this port a small sized vessel, which secured
7 cents per picul; two larger vessels had to be
content with 5 cents only, and were not even
given the guarantee of a full cargo.

From Saigon to 1 port Philippines one fix-
ture has taken place at 25 cents for 20,000
piculs, whilst two vessels were chartered at 19
cents for 28,000 piculs. Further orders in
same direction are in the market, but charterers'
ideas are too low altogether to draw offers of
tonnage.

A combination business has been arranged for
a 2,000 tons vessel to load from Saigon to
Java (2 consecutive trips) and after completion
thereof a cargo from Java to Hongkong, char-
terers paying a lump sum rate.

From Newchwang and Tairen to Canton a
"Liner" has been fixed for a small cargo at 20
cents per picul.

Of coal charters, two are on record from
Moji to Hongkong at \$1.30 and \$1.25, respec-
tively. A few more settlements are said to have
been effected on an even lower basis in London
and Japan. Wakamatsu to Canton has the
charter of a steamer at \$1.05 per ton, and
Hongkong to Penang at \$1.75.

Timber Charter:—Now, the *Itanhar* has
been taken up for a voyage from Rajang to
Hongkong at \$1,600 in full.

Monthly:—For the term of 1 option a further
month a.s. *Quarta* and a.s. *Solid* are reported
fixed, the former vessel for Java account and
the latter being intended for cattle trade.

Sail Tonnage Loading or to Load:—For
Baltimore and/or New York:—Frit ship
Jutepollu, 2,652 tons reg., arrived 6th June.
Brit. bark *George*, 2,057 tons reg., arrived 2nd
July. Brit. bark *Eclipse*, 2,953 tons, arrived
18th August. Brit. bark *Lyndhurst*, 2,249 tons,
arrived 14th September.

Sail Tonnage Disengaged:—None.

Departure of Sailing:—None.

SEEMED TOO ILL TO LIVE.

ANOTHER MALARIA VICTIM'S LIFE
SAVED BY
Dr. Williams' Pink Pills.

"About 13 months ago I began to suffer
from Malarial Fever," said Mr. M. Danker,
an assistant at the Durian Daun Hospital,
Malacca. "As time went on the attacks
became worse and worse, until at last they
were so bad as to confine me to bed for a
month. My appetite completely failed, I was
continually vomiting night and day, and
could not drink even a glass of water. I
had severe headaches, slept badly, and was
very thin and pale. There were times when
it seemed I could not live many hours longer,
and more than once the priest was sent
for so that I might receive the last Rites



of the Church before passing into the World
beyond the Grave.

"I tried many medicines, but none of them
did me any good until one day I was advised
to try Dr. Williams' Pink Pills. I did so and
soon felt great relief. I continued using Dr.
Williams' Pink Pills until the Fever had alto-
gether gone, my appetite was restored, the vomit-
ing and headaches had ceased—in short until I
was completely cured. It is now about nine
and a half months ago since my wonderful cure
by Dr. Williams' Pink Pills for Pale People.
I am sure that my present good health is due
entirely to them."

The action of Dr. Williams' Pink Pills
for Pale People is direct on the blood; they
make the blood rich, red, and good, and thus
the blood, in its turn, drives the poisons which
cause disease out of the system. Testimony
proves that Dr. Williams' Pink Pills have
cured almost countless cases of Anæmia
(weak water blood), Debility, Nervous Break-
down, Early Decay, Indigestion, Liver Com-
plaints, Malaria, Rheumatism, Palsy, Ber-
beri, disorders of the skin, such as
Scabies, Scrofula, Pimples, Boils, and the

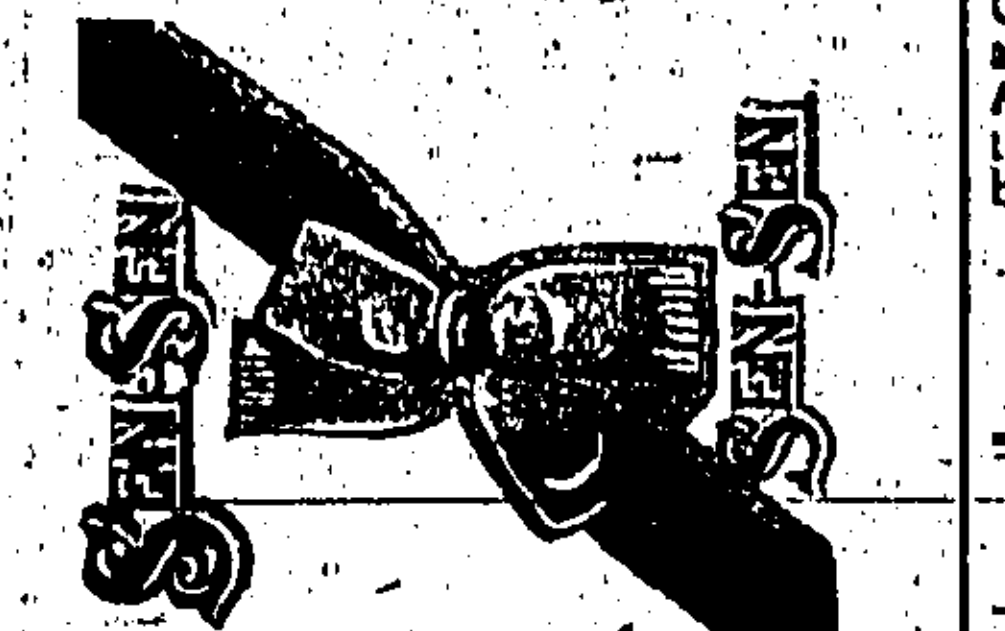
after effects of Fever, Dysentery and Chills.
Women all over the world know how good
they are for the special ailments of their sex,
and men broken down by overwork, residence
in unhealthy climates, or by other causes,
are speedily restored by their use. Obtainable
at most shops where medicines are sold, and
from the Dr. Williams' Medicine Co., Sing-
apore, who send 6 bottles for \$8/- or 1 bottle
for \$1.50, post free to any address. [3]

Intimations.

THE TRADE MARKS ORDINANCE,
1898.

Application for Registration of Trade Mark.

NOTICE is hereby given that T. B. DUNN
COMPANY, a corporation organized under
the laws of the State of New York, having its
principal place of business at 111 North Water
Street, in the City of Rochester, in said State,
Manufacturer of Confections, including Cachous
(and trading also under the name of Sea-Sand
Company), have on the 27th May, 1908, applied
for the registration in Hongkong in the Register
of Trade Marks of the following Trade Mark:—



in the name of T. B. DUNN COMPANY who
claims to be the sole proprietor thereof.
The Trade Mark has been used by the
Applicant since about the month of March
1894 in respect of Cachous, Lozenges and
Chewing Gum, in Class 42.

A facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 17th day of July, 1908.
MATTHEW J. D. STEPHENS,
Solicitor for the Applicant.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that ALEX-
ANDER RICHARD ROBY HASSAN,
Manager of CONNELL BROTHERS COMPANY,
Hongkong, has, on the 24th day of June,
1908, applied for the Registration in Hong-
kong, in the Register of Trade Marks, of the
following Trade Mark:—

A Corona in the centre of which is a Crown
and, passing through the Crown, is a
band or scroll with the word "Krone" in
written thereon;

in the name of Messrs. CONNELL BROTHERS
COMPANY, who claim to be the sole proprietors thereof.

The Trade Mark is intended to be used by
the applicants in respect of FLOUR in
Class 42.

A Facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 21st day of August, 1908.

WILKINSON & GRIST,
on behalf of
CONNELL BROTHERS COMPANY.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that TAN-
QUERAY GORDON AND COM-
PANY, LIMITED, of 126, Goswell Road,
London, England, Distillers, have, on the 17th
day of September, 1907, applied for the Re-
gistration in Hongkong, in the Register of
Trade Marks, of the following label as a Trade
Mark:—

The device or combination of devices con-
tained in an oblong label within
which label is the device of a bear's
head surmounted in a circle around
which are three sprigs of sloe. Across
the label cutting through the lower
section of the circle is a band;

in the name of TANQUERAY GORDON
AND COMPANY, LIMITED, who claim to be
the sole proprietors thereof.

The Trade Mark has been used by the
applicants in respect of GIN in Class 43.

A Facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 21st day of August, 1908.
WILKINSON & GRIST,
on behalf of
TANQUERAY GORDON AND COM-
PANY, LIMITED.

THE TRADE MARKS ORDINANCE,
1898.

APPLICATION FOR REGISTRATION OF
TRADE MARK.

NOTICE is hereby given that TAN-
QUERAY GORDON AND COM-
PANY, LIMITED, of 126, Goswell Road,
London, England, Distillers, have, on the
17th day of September, 1907, applied for the Re-
gistration in Hongkong, in the Register of
Trade Marks, of the following label as a Trade
Mark:—

The device or combination of devices con-
tained in an oblong label within which
label is the device of a bear's head sur-
mounted in a circle in the centre of an
oblong panel and on either side of the
panel is a sprig of sloe;

in the name of TANQUERAY GORDON
AND COMPANY, LIMITED, who claim to be
the sole proprietors thereof.

The Trade Mark has been used by the
applicants in respect of GIN in Class 43.

A Facsimile of the Trade Mark can be seen
at the Office of the Colonial Secretary of
Hongkong.

Dated the 21st day of August, 1908.

WILKINSON & GRIST,
on behalf of
TANQUERAY GORDON AND COM-
PANY, LIMITED.

MUSIC LESSON.

LESSONS in Violin, Mandoline and Guitar
at pupils' residence.
Evening engagements for Dances and
Concerts.
Apply to—
E. J. LOPES,
Of Hongkong Telegraph Office,
Hongkong, 9th March, 1908. [694]

Public Companies.

HONGKONG COTTON SPINNING,
WEAVING AND DYEING
CO., LTD.

NOTICE TO SHAREHOLDERS.

THE ORDINARY ANNUAL MEETING
of SHAREHOLDERS of the above
Company will be held at the Office of the
General Managers on SATURDAY, the 26th
September, at 12 Noon, for the purpose of
receiving the Report of the Consulting Com-
mittee and Statement of Accounts to 31st July,
1908.

The TRANSFER BOOKS of the Company
will be CLOSED from the 19th to the 26th
September, 1908, both days inclusive.

JARDINE, MATHESON & Co., Ltd.,
General Managers.
Hongkong, 7th September, 1908. [821]

HONGKONG ST. ANDREW'S SOCIETY.

THE ANNUAL GENERAL MEETING
of the above Society will be held in the
CITY HALL, on FRIDAY, the 15th instant,
at 5.30 P.M., for the purpose of receiving the
Annual Report and Statement of Accounts for
the year ending 31st August; of electing office-
bearers for the ensuing year, &c.

DAVID WOOD,
Acting Honorary Secretary.
Hongkong, 2nd September, 1908. [809]

To Let.

TO LET.

HATHERLEIGH, CONDUIT ROAD.

A HOUSE in WONG-WEI-CHONG ROAD.
A HOUSE in RIFON TERRACE.

OFFICES in YORK BUILDING.
GODOWNS in PRAYA EAST, BLUE
BUILDINGS, and No. 168, DES VOEUX
ROAD next to the Hongkong Hotel.

FLATS in MORETON TERRACE.
No. 10, DES VOEUX ROAD CENTRAL,
1st Floor.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. [66]

TO LET.

THE NEUK, No. 84, THE PEAK, fully

furnished, Garden and Tennis Court
with immediate possession.

Apply to—
PERCY SMITH AND SETH,
No. 5, Queen's Road Central.
Hongkong, 8th September, 1908. [824]

TO LET.

GODOWN No. 54, DUDDELL STREET.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. [490]

TO LET.

A HOUSE in KNUITSFORD TERRACE,

Kowloon.

Apply to—
THE HONGKONG LAND INVEST-
MENT & AGENCY CO., LD.

Hongkong, 1st September, 1908. [759]

TO LET.

FIRST FLOOR of No. 6, QUEEN'S

ROAD, Central, containing 6 Rooms
and Servants' Quarters.

Apply to—
DAVID SASSOON & Co., LD.

Hongkong, 22nd May, 1908. [257]

TO LET.

OFFICES and ROOMS on the 1st and 2nd

Floors of No. 14, Des Voeux Road
Central, formerly occupied by Messrs. Shawan,
Tomes & Co.

Apply to—
THE COMPADORE DEPARTMENT,
E. D. Sassoon & Co.,
Queen's Road Central.
Hongkong, 9th June, 1908. [188]

TO LET.

HOUSES in AUSTIN AVENUE, Kowloon

at \$45 plus taxes per month.
Immediate possession.

Apply to—
A. RAYMOND,
C/o S. J. David & Co.
Hongkong, 24th July, 1908. [601]

Dentistry.

TSIN TING.

LATEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUIAR STREET.
REASONABLE FEE.
Consultation Free.

Hongkong, 20th June, 1904. [60]

Dr. M. E. ORAUN.

THE LATEST METHOD

of the
AMERICAN SYSTEM OF DENTISTRY
14, QUEEN'S ROAD CENTRAL,
From the University of Pennsylvania, U.S.A.
Hongkong, 14th April, 1904. [61]

Consignees.

"MOGUL" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

STEAMSHIP "PATHAN,"
FROM GLASGOW, LIVERPOOL AND
STRAITS.

CONSIGNEES of Cargo are hereby informed
that all Goods are being landed at their
risk into the Godowns of the Hongkong and
Kowloon Wharf and Godown Company, at
Kowloon, whence and/or from the wharves
delivery may be obtained.

Optional Cargo will be forwarded unless
notice to the contrary be given.

No Claims will be admitted after the Goods
have left the Godowns, and all Goods remain-
ing undelivered after the 22nd instant will be
subject to rent.

All Claims against the Steamer must be pre-
sented to the Undersigned on or before the
14th October, or they will not be recognised.

All broken, chafed, and damaged Goods are
to be left in the Godowns, where they will be
examined on the 22nd instant, at 3 P.M.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by
DODWELL & CO., LIMITED,
Agents.
Hongkong, 15th September, 1908. [841]

"BEN" LINE OF STEAMERS.

Intimations.



A. S. WATSON & CO., LIMITED.

ESTABLISHED A.D. 1841.

WINE AND SPIRIT MERCHANTS.

WATSON'S

E

VERY OLD LIQUEUR

SCOTCH

WHISKY

A Blend of the Finest Pure Malt

Whiskies distilled in Scotland

or

GENUINE AGE

AND

FINE MELLOW

FLAVOUR.

Per Dozen - - \$16.50

RAINIER BEER

LIGHT, wholesome, and invigorating

Undoubtedly the best Beer brewed in America.

A. S. WATSON & CO., LIMITED.

THE HONGKONG DISPENSARY.

Hongkong, 5th September, 1908.

(33)

NOTICE.

All communications intended for publication in "THE HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Lee Hom Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected M.B. nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE)

DAILY—\$10 per annum.

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The postage on the weekly issue to any part of the world is 80 cents per quarter.

Single Copies, Daily, ten cents; Weekly, twenty-five cents.

BIRTHS.

On September 7, 1908, at Shanghai, to Mr. and Mrs. A. PARTRIDGE, a son.

On September 8, 1908, at Fenchow, the wife of HUBERT HIGGS, H.B.M. Consulate, of a daughter.

On September 9, 1908, at Oakwood, Alderley Edge, the wife of W.N. SYMONDS, barrister-at-law, Haskow, of a son.

MARRIAGE.

On September 10, 1908, at Shanghai, BERTHA CATHARINA, eldest daughter of Manco Germano de Sousa, to EDUARDO JOSE PEREIRA.

DEATH.

On September 10, 1908, at Petaibo, of typhoid fever, MARIA ENGELBRECHT, the dearly beloved wife of C. Engelbrecht, of Tientsin.

The Hongkong Telegraph

HONGKONG, MONDAY, SEPTEMBER 21, 1908

SHIPPING RINGS IN THE FAR EAST.

In a colony where shipping is all-important, the report by the Registrar of Imports and Exports in the Straits Settlements or "rings" and "conferences" must prove of interest. The report, which was laid before the Legislative Council of the Straits, is summarised in a most interesting way by the *Straits Times*. The Registrar is almost as severe in his strictures as Mr. Clementi was when reporting on the opium trade of China. For example he observes that the recent inquiry held on the subject was most desirable in the interests of Singapore whose trade is being throttled by a number of so-called conferences, which are worked in the interest of ship-owners, who have little concern in its welfare except as a source of profit, because the cargo has to go forward, if not from Singapore, from other ports of call or out-ports, where their agents are prepared to

grant through bills of lading often at the same rates of freight. The majority of those forming the Committees of the Chambers of Commerce belong to firms in receipt of special or secret rebates, and therefore can hardly be expected to express their views without bias. That is one of those straight statements which must be as gall and wormwood to the ship owner or agent who is influenced by more important firms. We learn that there are in Singapore and Penang known to be five Shipping Rings, besides which the rebate system is in operation to Rangoon and Bangkok. The first and most important is that termed "The Straits Homeward Conference," which is a combination of steamship owners and merchants, most of whom are steamship agents, and the operations of which extend to European ports. That the Conference could not have been successfully carried on for so many years, if special advantages in the form of secret rebates had not been granted to the larger firms, goes without saying, for the latter generally hold steamship agencies and the commissions gained on this portion of their business, combined with a share in five per cent. of all freights from the Straits, seem too great advantages to risk losing, by chartering vessels or otherwise encouraging competition. Mr. Stuart, the Registrar, gives a resumé of the Commission's decision and reviews them extensively. He points out that the position as regards the fact that merchants in Singapore have practically no option, but to ship their goods by steamers of Conference lines is unchanged, and no attempts have been made to attract other vessels by means of subsidies or otherwise, the loss of rebate being too serious to incur and larger independent firms too few in number. When the Conference began operations, it raised rates to what may be presumed to be a fair level, 20s. to London for general cargo, 22s. 6d. to Liverpool, and 20s. to the Continent, excluding Havre, Bremen and Hamburg, and as the admitted object was to raise freights to a fair paying level, either it did so, or failed to carry out the purpose for which it was established. There is, however, ample evidence to show that the policy has been not to charge fair rates but to "bleed" cargo. Thus in May, 1900, the freight on tin was raised from 27s. 6d. to 30s. Now, this is an excellent class of cargo, easily handled, stowed and seldom lost, and as one ton occupies eight cubic feet the ship-owner no doubt rejoiced at the prospect of receiving over £12 per 50 cubic feet. The managing director of the smelting company which deals with over two-thirds of the production, threatened so successfully to sell in London, and thus deprive the local members of the Conference who are merchants of the handling of the trade, that in one week the old rate was reverted to. The same policy was again pursued in November, 1906, when the article was raised by 5s. and again the energetic remonstrance of the gentleman now holding this position in the Company, and by much the same tactics, compelled the Conference to reduce the rate not only by the new addition but by 7s. 6d. or 2s. 6d. less. It has not been denied that other ports not so favourably situated enjoyed lower rates, and it is on record that only last year from the port of Macassar, which is further from the market of consumption, rattans were being sent as dutiable at 45s. per 20 cwt., against 75s. charged in Singapore. A protest of shippers here resulted in the rate being raised to the Singapore level. An important statement which all who have watched the freight market know to be true is to the effect that the expansion of such a place as Macassar, which, like Singapore, is not a producer, but collects from other places, is attributed by some to better shipping and banking facilities, and the position now taken up by Conference apologists, that expansion of other eastern places and consequent direct dealing with Europe would have occurred in the ordinary course, though it may be Conference operations have hastened the inevitable. But, as is well known, the demand for outward tonnage, from Europe to the Far East is far in excess of homeward requirements; therefore the position of Singapore, lying in the mainway of this ocean trade, entitled it to look for cheaper freights than places lying in distant seas out of the direct route, and even a level market with equal freights is an injustice to this port, which, by its facilities for loading, cheaper coal, quicker despatch, and fine harbour, is far in advance of most of its competitors. Mr. Stuart gives an example of the manner in which foreign interests are fostered, with the explanation that the Conference does not confine its tenderness in the interests of American consumers to one article, but that the obliging British ship-owners would carry on January 1 of this year any description of produce to London at the quoted rate, and there tranship it from one vessel to another and carry it more than 3,000 miles further, to Boston or Philadelphia for 2s. additional. Great Britain, as a distributor, has lost ground largely owing to the more favourable rates to America and the Continent. With such a large number of interested lines, British vessels belonging to the Glen, Ben and Shire companies for some years took little or no cargo from Singapore, but searched at other places as far distant as the

Pacific Coast, the Philippines and so forth, for freight taken it is needless to say, at competitive rates. No doubt they were recompensed by a share in the profits realised by the Conference after deduction of ten per cent. to shippers on cargo consigned, the secret 5 per cent. on all Straits freights paid to some of the principal merchants in Singapore, and the amount which was presumed to be fair and adequate for the carriage home by the various vessels; but details of the inner working of the Ring have never become public. In a summary at the end of the report, Mr. Stuart shows that the total net loss of produce trade from Singapore during ten years under Conference operation is \$745,000,000 (excluding articles showing values only and jelutong, a new trade), and he states that the making deferred rebates illegal has been suggested as a practical remedy, which, however, might be paid from a foreign country and thus present difficulties in obtaining the necessary evidence. The fixing of fair freights by Government and taxing heavily all amounts over these rates, which could be utilised to encourage other lines to freely enter the market, is another suggestion; but these points have no special application to this locality only. The report is at all events worthy of the attention of the Shipping community of Hongkong.

LOCAL AND GENERAL.

THE English mail of the 22nd August was delivered in London on the 19th inst.

A HARBIN message to Japan papers states that the Harbin Flour Milling Syndicate has obtained a charter from the Russian Minister of Finance, and that work will begin on the 1st proximo.

THE following directions in English (?) are enclosed in a headache cure of Japanese manufacture—

GWANSAN—SENKINTAN. NOTICE.

This medicine is used for antitoxin, headache, various tooth, dizziness and pyrosis.—Four chopping to a man, two of it to a baby, shall be used at a bay with fresh water at three times.

THE Board of Works, Agriculture and Commerce has proclaimed that henceforward any one petitioning for the opening of mines shall be granted a period of one year, only, in which to commence working same, failing which, the permit will be rescinded and granted to others, so that mines may be opened without delay.—*Chinese Public Opinion*

ACCORDING to a Nagasaki telegram the training ship *Matsumoto*, which sank at Mako, in the Pescadore Islands, as the result of an explosion, is now being blown up, the object being the salvage of the most important machinery. The work is making favourable progress. The bodies of eighteen petty officers and bluejackets lost in the disaster are still missing.

A VLADIVOSTOK dispatch reports that the management of the Russo-Chinese Bank has been transferred to the Department of Finance, and its business extended. The bank will negotiate advances on a large scale in order to further the efforts of farmers in North Manchuria. Changes in the head and branch offices of the bank have already been made for this purpose.

THE *Japan Advertiser* has received the following New York cable, dated Sept. 8:—The *New York Herald* has renewed its anti-Japanese campaign, using the reported recall of Wu Ting-fang as a text. It contends that the Chinese Minister is the victim of a Japanese plot which looks to his removal. The same paper refers at intervals to its agitation for an alliance between the United States and China, and is featuring the despatches of its special correspondent, Mr. J. Ohl, now at Peking.

THE *Matsumoto* states that the Japanese marine insurance companies partly attribute the recent increase in shipping accidents to the larger employment of old vessels. They have consequently decided not to insure any vessels constructed in 1870 or previously, or the cargo which they carry. Under some circumstances, insurances may be refused on ships of earlier date than 1883. In taking this action the Japanese companies have been influenced by the fact that foreign insurance companies refuse to reinsure such vessels and their cargo.

A COBBLER named Cheung Kam Chun, with an alleged address at 17, Tai Wo Street, was accused at the Magistrate to-day, with being a housebreaker. It was submitted that Cheung gained admittance to 4, Bowington Canal Road West, by smashing open the door. He entered the house, collected a bundle of clothing worth \$1 and was proceeding to leave the building when unfortunately he fell over himself and made such a hullabaloo that he woke everybody in the neighbourhood. He was promptly nabbed much to his own discomfort and taken to No. 2, Police Station. The case was remanded.

A DARING armed robbery was committed at Tai Loong village, in the New Territories, shortly before midnight on Saturday last. A gang of miscreants, who had evidently had their eyes on a certain house in the village, determined to make a raid when all the menfolk were absent. They climbed up a water spout and breaking open the window they entered the house. At the time there were five women in the house and there were jewels and pictures. The desperadoes ransacked the premises and stole goods, including jewelry and money, to the value of \$500. The police authorities are investigating.

THE Chinese Engineering and Mining Co. Ltd. announces that the total output of the Company's three mines for the week ending September 5, amounted to 21,008.50 tons and the sales during the period to 16,185.6 tons.

THE Consulate-General of the Netherlands informs that telegraphic information has been received from the Governor-General of Netherland India, that the sanitary measures adopted against Hongkong on account of plague have been withdrawn.

THE *Nagasaki Press* records the death of Captain Julius Andersen, which took place on Friday, 11th inst., at St. Bernard Hospital, Nagasaki, after a short illness, the cause being pneumonia poisoning. The deceased was a native of Norway and only came to the Far East in February last.

GOVERNOR Hughes of New York State has been re-nominated on the first ballot. Speaking at Philadelphia Mr. W. J. Bryan declared that Mr. Taft was dodging issues. Mr. E. H. Harriman, the railway magnate, maintains an indifferent attitude towards the Presidential election. He has not been asked to contribute to Party funds.

MR. S. D. Setna courteously informs us that he received a telegram from Bombay on the evening of the 19th inst. stating that the cricket match played at Bombay between the Parsis and the Presidency resulted in the victory of the Presidency team by 276 runs. This is the first of the triangular matches. On the 21st, 22nd and 23rd inst. the winners (the Presidency) have to play against the Hindus.

A WUCHANG letter states that on the night of the 10th inst., taking advantage of the revelries incident on the celebration of the Mid-Autumn Festival (15th day of the 8th moon), a band of desperadoes conspired to make a raid on the strong-room of the Provincial Treasurer's yamen. Fortunately the matter was discovered in time by the authorities to frustrate the desperadoes, who at once scattered to various parts in the Yangtze Valley.

THE Viceroy and Governor of the Two Kwang and Yun-lui provinces have received instructions from the Central Government to make a thorough survey by military engineers of the frontiers of the four provinces above noted in order that all strategic points may be fortified and properly garrisoned without delay. It is expected that by these means there will be no more attempts on the part of revolutionaries to cause trouble in the future.

It is reported from Ichang (says the *Hankow Daily News*) that three Greek desperadoes who were plundering and robbing the native shops and the gentry in the city and its surroundings tried to obtain passage to Hankow by the *s.s. Kuelas* but were refused on account of their luggage, which consisted mostly of plunder. On inquiries made on the latest steamers from Ichang we hear that they landed at Yochow from a native boat and proceeded into the native city there. We understand that they are shortly expected to arrive at Hankow and that our local authorities are on the look out for them.

THE *Nagasaki Press* says that the trial trips of the *Hirano Maru* and the *Sakura Maru* are expected to commence about the middle of this month and of the *Chiyo Maru* at the end of the month. The first mentioned vessel is a sister-ship of the *Kamo Maru*, the fine liner which is gaining such favourable comments on her maiden voyage to Europe for the Nippon Yusen Kaisha. The *Sakura Maru* has been built for the Imperial Volunteer Fleet Association and has a very smart and speedy appearance as she lies in the harbour. The *Chiyo Maru* is the second of the three large tugline steamers ordered by the Toyo Kisen Kaisha for its American service and is a sister-ship of the *Tenyo Maru*. The steamers now building at the Mitsui Bishi Dockyard, and which have not been launched, are two for the Nippon Yusen Kaisha; sisters to the *Kamo Maru*; the third Toyo Kisen Kaisha vessel; two tank steamers, of 9,320 tons gross, for the Toyo Kisen Kaisha; and a sister-ship to the *Sakura Maru* for the Volunteer Fleet. The first of the above to take the water will be one of the Nippon Yusen Kaisha's vessels, probably in November.

It is refreshing to learn, in these "hard times," that no agitation is on foot in London to provide pensions for missionaries after a certain term of service abroad. We quote the following from a London paper:—"Through the increase of interest and enthusiasm aroused through the recent great Pan-Anglican Congress, the cry for more workers in the foreign mission field is heard again from almost every quarter. The question is continually being asked, why is the supply so unequal to the demand? That zeal in the cause of missionary enterprise has lessened cannot be advanced as a satisfactory reply, for the one fact alone—the increase of support given to the great missionary societies—supplies evidence to the contrary. We do not attempt here a solution of the difficulty, but offer one thought or question for consideration. It will be admitted that it is practically impossible for any but the comparative few to spend more than a limited number of years with the conditions of hardship under which mission work abroad is carried on; and the majority therefore return home after some years of service."

A great question for the Bishops in Conference at Lambeth, and one which may in no small way affect the future response to the cry for more workers abroad is: Cannot a fund be established—say, by the great missionary societies, conjointly with the Ecclesiastical Commissioners—for providing a pension for missionaries after the completion of a certain number of years of service abroad? Why not a pension fund for tired, *lapsed* and others who spend more than a "limited" number of years with the conditions of hardship under which trade is carried on in the Far East? What is wanted is a World Mission Scheme.—*Japan Chronicle*

THE GALE.

NO DAMAGE REPORTED.

The red south cone and drum hoisted at the signal stations and on board H.M.S. *Tenby*, about a quarter to six in the evening, on Saturday last, gave the first indications of an approaching gale which, though it came nearer to Hongkong last night, fortunately passed it at a sufficiently great distance without causing any damage to property ashore or afloat. The Observatory report on the 19th inst., at 5 p.m., intimated that the typhoon had crossed Luzon to the north of Manila and had entered the China Sea and was moving towards W.N.W. Yesterday, at 11.50 a.m., the report read:—"The barometer has risen quickly in Manila, and fallen moderately over Tongking, the S. coast of China and Formosa. The typhoon appears to be situated about 300 miles to the S.E. of Hongkong and to be moving towards W.N.W. The wind is expected to rise to a gale from N.E. in Hongkong during the next 24 hours. The Northern depression has passed to the North of Vladivostok and is moving into the N.E. part of the Sea of Japan. Pressure is high in the neighbourhood of the Bering and over Central China. Strong N.E. winds may be expected in the Formosa Channel and bad weather over the N. part of the China Sea."

At the same time the signal—black south cone and drum—was hoisted, indicating a typhoon S.E. of the Colony and within 300 miles.

At this signal all the smaller craft—sampans, junks and lighters, as well as steam launches—promptly made for the usual shelters at Causeway Bay, Kowloon Bay, Mongkokkui, and Stonecutters Island. After the 11th hour, most of the coasting steamers also made for safe anchorage, the greater majority selecting Kowloon Bay for preference. The entire fleet of steel lighters was out in Yaumatei Bay, while the larger river steamers went to anchor behind Stonecutters. A few of the ocean-going steamers—notably a mammoth Blue funnel boat and the American mail *China*—chose to remain at the buoys in mid-stream. All paid out more cable and awaited the threatened blow. One of her Majesty's destroyers was riding at her anchor off the Torpedo, camber in Kowloon; the *ten*, had got up steam. The Government tender, *Stanley* made for safe grounds in Yaumatei Bay, whither she steamed from her buoy at 3 p.m. From Kwong Hip (ung's) shipyard at Sam-shui-po, one of that firm's launches towed the recently-launched hull of a new West River patrol cruiser building at the Chinese yard for Canton to the protected bay behind Stonecutters Island. This caution was dictated by Kwong Hip Lung's experience with the *Sui-nam* which foundered in the typhoon of July 27 last soon after she was completed for the Salt Commissioner at Canton. The Government dredger *St. George* was lying off Mongkokkui while the *Dock Co's Canton River* was safe enough in Hsuehshom Bay. In the N. dock the *Empress* occupied a berth for her usual overhaul and on the slip the French river steamer *Paul Beau* was considered out of danger. Early in the day all the private launches made for shelter, so that by nightfall the harbour was practically deserted, save for the service kept up by the Star Ferry double-enders, which maintained their service as usual.

Fortunately, nothing untoward happened throughout the night. Up to the time of going to press no report had been received at the harbour office of any casualties. The weather improved this morning and by noon the ominous black signals were lowered.

TYPHOON WARNING.

The American Consulate-General received the following telegram from the Manila Observatory at 11.40 a.m. to-day:—

Cyclones or typhoon over N. China Sea, moving West.

ALLEGED PERJURY.

CHINESE WOMAN IN TROUBLE.

The Criminal Sessions resumed this morning the Poine Sesson, Mr. Justice Gompertz, on the bench. The first case on the calendar was that in which an aged woman, by name Lam Kiu, was called upon to answer a charge of false declaration in the Supreme Court on the 16th of May last.

When arraigned before the Court to-day she pleaded not guilty. A jury accordingly was empanelled.

The jury was as follows:—Messrs. P. R. Wolff, R. Lauter, F. S. Allen, G. A. Caldwell, R. C. Walker, A. E. Asger and D. W. Towne. The Attorney-General, Mr. W. Rees Davies, in presenting the case to the jury, said to the effect that on the day in question the defendant and a man who alleged that his name was Lai Loi, made an application for administration in connection with certain property at Shau-ki-wan, which stood in the name of one Lai Mao. Defendant, in her declaration, alleged that the supposed Lai Loi was Lai Mao, who at a matter of fact, was away in the interior and knew nothing of the transaction until recently. The real Lai Loi was a Hakka, a native of Kwai-chai, and he came to Hongkong some twenty-four years ago. He went to live at Shau-ki-wan. After about two years he built a house and lived in it for about ten years. There was a Crown lease which Lai Loi took out in 1894. He died the following year, leaving a widow, who was not aware that administration papers were necessary. However that may be, a few months later the widow gave the deeds to the real Lai Mao, and he handed them to the defendant to keep. At that time she was a tenant in the widow's house, paying the Crown rent and one dollar a month for her cubicle. Soon after she had come into possession of the deeds she began conspiring with this alleged Lai Loi, to impersonate Lai Mao to apply for administration. The widow knew nothing of this until proceedings were taken by defendant in the Police Court to have her ejected from her own house. Of course, the case was dismissed, and the arrest of the defendant followed soon after. He explained to the jury the law on the subject and evidence was called.

It may be noted prisoner was under 40.

A TRIAL TRIP.

CRUISER "KANG TA" MAIDEN RUN.

The cruiser *Kang Ta*, built to the order of the Canton Government by the Hongkong and Whampoa Dock Co., and which was launched last week, proceeded on a trial trip on Saturday afternoon. The appearance in the harbour of the prettily-modelled gunboat, all painted in white with her two long smoking stacks in yellow, and two steel masts, one of which was surmounted by the wireless pole, and her business-like ram-bow, attracted a great deal of attention. All who saw her as the *Kang Ta* sped across the waters of the bay on her maiden spin to test her engines were of the unanimous opinion that the Provincial Government of Canton has secured a bargain in an excellently finished vessel, which is certain to prove of efficient service on the West River for the patrol of which she is shortly destined.

The trial run was a purely informal one and as far as we can gather unofficially has given complete satisfaction to her builders both in point of speed developed and the behaviour of the vessel at sea. The *Kang Ta* returned to Hsuehshom Bay shortly before 6 p.m. and before the typhoon signal had been run up on the stations. She took up her anchorage in one of the buoys allotted to her off the dock premises. The *Kang Ta* rode out last night's gale at her moorings.

CANTON DAY BY DAY.

CHINA AND ANNAM.

[From Our Own Correspondent.]

Canton, 19th September. Taotai Wei Hsu, who recently returned from Annam after concluding certain negotiations with the French authorities there in respect to the boundary question, between the Chinese and French territories, has suggested to the Viceroy that a Chinese Consul should be appointed to be stationed in Annam to look after the interests of the Chinese merchants trading in the French territory.

S.S. "PAUL BEAU" AFFAIR.

With reference to the case in which four robbers were arrested on board the *s.s. Paul Beau* on her arrival here by the officers of the *Shik-meen guards*, on the morning of the 11th inst., and were subsequently released on account of the Chinese officers not having obtained the necessary warrant from the French Consul at Canton for the arrest, it is now reported that Viceroy Chang has reported the case by wire to the Ministry of Foreign Affairs in Peking and requested the Ministry to settle the case with the French Minister there.

EXAMINATION.

This morning, H.E. the Viceroy, accompanied by the Provincial Treasurer, Judge, Educational Commissioner and the Salt Commissioner, held an examination of all the expectant officials in the province at the Canton Normal College.

HIGH COLLEGE.

On Sunday past, the 20th inst., the Viceroy will proceed to the Canton Provincial High College to distribute certificates to a number of students, who have recently completed their course of studies at that college.

MUNICIPAL COUNCIL FOR CANTON.

The Canton authorities have received instructions from Peking to make the necessary preparations for the institution of a Municipal Council in Canton before the end of the 3rd moon next Chinese year.

FIRE.

At 3 o'clock this morning all of a sudden gongs were heard sounding at a distance as an alarm for an outbreak of fire which occurred in Luen Hing Street. The different fire brigades at once answered the call and proceeded to the scene to render assistance in putting down the conflagration. The fire continued to burn for some time but was at last extinguished without much damage being done to the surrounding buildings except the one where the fire originated.

KORSA.

THE EMBELLISHMENT TRIAL.

Tokio, September 16. At the third hearing of the case against the Korean editor of the native edition of the *Korean Daily News* for alleged embezzlement of public funds, which was held at Seoul yesterday, Mr. E. T. Bethell proved that everything was in order.

Mr. H. Cockburn, H.M. Consul-General, leaves Seoul to-day for England via Siberia. Mr. Lay, H.M. Consul at Changhai, will act as Consul-General at Seoul during Mr. Cockburn's absence.

Eighty-three Japanese Commissioners, appointed for the inauguration of the Oriental Colonization Company, will begin a joint conference on the 1st instant with thirty-three Korean Commissioners who are now staying in Tokio.—*N. G. D. News*

UNDER the caption "Maine Run to Oriental Trade," the *Vancouver World* prints the following telegram from Seattle in a recent issue:—Although refusing either to deny or to affirm the report that the Great Northern Steamship company will withdraw the *Maine* from the Oriental freight trade as a result of the inter-state commerce commission's ruling on the Hepburn freight law requiring all through freight rates to the Orient to be published three days before a change, Howard James, of St. Paul, president of the steamship company characterized the Hepburn law as "ridiculous" and is pessimistic over the outlook. "Compliance with the regulations of the Hepburn Act simply means that the Pacific ocean line cannot get the business," said Mr. James. "In the first place, the clause providing for three days' notice before a change of rates can be made prevents us from competing with tramp steamers that can make any time they please, and in the second place, the publishing of rates in advance of the actual sailing of the ship means that the Orient trade is being taken away from the United States Pacific coast."

Telegrams

HONGKONG TELEGRAPH SERVICE

SHANGHAI LIBEL ACTION.

THE PRELIMINARY HEARING.

(From Our Own Correspondent.)

Shanghai, 21st September, 2.45 p.m.

Mr. Henry O'Shea, editor and proprietor of the *China Gazette*, was, at the preliminary hearing at the Police Court to-day, committed to trial on a charge of alleged criminal libel against Judge Willfey.

Mr. O'Shea intimated that his line of defence would be justification.

Bail was allowed in the sum of two thousand dollars.

[In this action, Mr. H. P. Wilkinson, Crown Advocate, is prosecuting and the defence is in the hands of Mr. Francis Ellis and Mr. E. W. Godfrey.—Ed., H.K.T.]

(Continued.)

Public Works in Turkey.

London, 18th September.

The Turkish Government have engaged Sir William Willcocks, K.C.M.G., to supervise the contemplated irrigation and canalization works in Mesopotamia and elsewhere.

Later.

The Sultan has promoted the Turkish Ambassador in London to the rank of Vizier in recognition of his services in connection with the Anglo-Turkish rapprochement.

Suicide of a General.

Major-General Luard has been found dead on the railway near Maidstone, having been knocked down by a train and killed.

In a letter left by the deceased, he says that his body will be found on the line, that he is sick of the scandalous and lying reports which have been circulated, the strain of which he cannot stand any longer; nor can he face his son returning from South Africa to-morrow.

In the Cause of Peace.

Replying to greetings from the Inter-Parliamentary Conference, H. I. M. the Kaiser has telegraphed that he hopes the conference will strive for the maintenance of the works of peace which are so dear to his heart.

Look-out in Lancashire.

19th September.

The Lancashire cotton employers have decided on a lock-out to commence on Monday, owing to the refusal of the men to agree to a five per cent. reduction in wages.

One hundred and fifty thousand operatives will be thrown idle.

THE OPIUM CONFERENCE.

The opium question grows in interest as the day approaches for the international conference on the subject which will be opened at Shanghai, January 1, 1909. Delegates are already appointed from all the countries interested. The question concerns the United States in the Philippine Islands, and three representatives from this country will be present. China's choice of commissioners is significant of her earnestness in this matter. All of them speak English well and are prominent men of affairs. One is the Consul-General at Singapore, another is a physician who was educated in Europe, and the third is director in chief of Chinese railroad construction. The Government will also be represented by an official of high rank who will set forth the importance that China attaches to this question.

All the opium smoking joints in Peking were closed in May of last year and in Shanghai in the following month excepting in the international concession. The rush of proprietors of the closed joints to open new smoking rooms in the concession, under the protection of the Powers, finally made such a scandal that it was decided on March 10 last to close one-fourth of them and the remainder within two years.

England is making haste very slowly. The *Sun* has already reported the tentative proposals gradually to reduce opium production in India while China is demonstrating her ability to suppress the use of the drug. Nothing has been done in Hongkong to close the joints. Not much is hoped for from the Singapore commission, whose report is expected in October. A difficulty in this colony is that half of the revenue is derived from the sale of opium. Sir Frank Swettenham, Governor of the Federated Malay States, fears that the suppression of the licensed smokes will simply cut the revenues in two without diminishing the use of the drug.

The Ceylon commission alone has seemed able to formulate a policy for reducing consumption. It recommends that all permits to sell opium terminate when the licensee runs out and that the Government monopolize the business of importing and selling the drug, which will be sold only to adults who register their names and receive permission to buy fixed quantities at certain intervals. The English recognize the evil and are making some efforts to reduce production, but everywhere except in Ceylon they are very undecided as to methods of reducing or suppressing the use of

MARINE COURT.

MAKING FAST.

In the Marine Court, this morning, before the Hon. Commander Basil R. H. Taylor, R.N., Harbour Master, Police-Sergeant W. R. Sutton charged Li Kwan, a boarding-house runner of Coppenhall Road West, with unlawfully making fast his boat to the s.s. *Tiffinias* whilst under way and boarding the same ship without the permission of the master or other officer in charge on the 18th instant.

Prosecutor stated that at 7.15 a.m. on the 18th instant, he boarded the s.s. *Tiffinias*. The master informed him that he had a man who boarded his ship outside Lyceum. At the same time, the defendant said he was instructed by his employer to go on board. He did not know the latter's name.

A fine of \$25 was imposed.

AIDING AND COUNSELLING.

Tung Tieg, owner of the *Uo Wo Shing* boarding-house, was charged with unlawfully aiding and counselling Li Kwan, a boarding-house runner employed by him, to board the s.s. *Tiffinias* on the 18th instant without the permission of the master.

The same evidence as given above was heard. Defendant stated that he had some friends coming from Singapore and therefore sent Li Kwan to meet them.

The case was adjourned till the 23rd instant.

THROWING GOODS TO PREVENT SEIZURE. Ma Fat, a fisherman, was charged by Police-sergeant Arthur Counsell with throwing goods into the water to prevent seizure by the Police at Sai-kung on the 19th instant.

Prosecutor stated that on the day in question, he was engaged in pursuing a sampan. Defendant was in the bows assisting in propelling it with a long pole with which he was puddling. When defendant saw that witness was fast overhauling, he dropped the pole and picked up a tin (produced) and dropped it quietly over the side. Witness picked up the tin, which was floating mouth downwards, which was found to contain a few pieces of paper, which had obviously been used as dynamite wrappers.

Defendant's statement was to the effect that he used the box for smoking. He threw it away because he had obtained a new one, as it had turned very old.

The offender was fined \$25.

DISOBEYING THE POLICE.

Ma Tau Hui, another fisherman, was charged by the same officer with failing to stop his boat when called upon to do so at Sai-kung on the 19th instant.

P. C. Counsell stated that at 4 p.m. on the 19th instant, off Pun Lo Wan, he noticed defendant's fishing junk with a small boat alongside, into which something was being passed. The defendant got into the boat and pulled away as fast as he could. Witness followed in defendant's wake in the Harbour Department's gig. He hailed the defendant to stop, as he suspected the boat of containing dynamite. The latter refused to stop and tried his best to evade witness.

Defendant majestically asserted that he did stop. All the same, he was fined \$5, with the alternative of 14 days' imprisonment.

THE DALAI LAMA.

THE JOURNEY TO PEKING.

The *N. C. D. News* says:—It has been a matter of notoriety that the Dalai Lama has evinced a great deal of reluctance to go to Peking, although commanded to come by the Throne and repeatedly advised to do so by the Governor of Shansi, to which province the Wutaishan Temple, where the Buddhist Pontiff has been residing for the best part of a year, belongs. In consequence of this reluctance and of the lawless conduct of his Lama retainers it was plainly hinted to the Pontiff by the Shanai authorities that he had better return at once to Tibet. Preparations were accordingly made by the Lamas to start for their homes, as already noted in this column the other day, when Grand Councilor Yuan Shih-kai's recent suggestion to the Throne to invite the rival Pontiff, the Pambol Lama, to Peking came to the ears of the Dalai Lama, and an immediate change of front seems to have been the result. According to a Peking dispatch, H. E. Pao Fan, the Governor of Shansi, has telegraphed to the Central Government that the Buddhist Pontiff now begs to be allowed to pay his humble obeisances to their Imperial Majesties and has selected either the 17th or 25th instant as his date of leaving the Wutaishan Temple for the Capital. The Dalai Lama proposes to travel by sedan-chair or mule-litter as far as the City of Cheating and there to take train to Peking. His retinue consists of two hundred and sixty-two persons, and he carries with him no less than one hundred and twenty cases of sacred books. Besides these the Pontiff brings with him over two hundred cases of presents which he intends to offer their Majesties as a proof of his devotion and allegiance. He will make a stay in Peking of about one month and then will return to Lhasa. In the circumstances it would seem that there will be no necessity now of inviting the Buddhist Co-Pontiff to Peking as an offset to the Dalai Lama's dilatoriness in obeying the Imperial behest to have an audience of their Majesties.

A BERLIN telegram dated August 22nd states that Karoline Karisdatter, who has been in a trance for over thirty years, has awakened. Karoline Karisdatter was a school girl of 13 when she suddenly fell asleep over her books in the schoolroom. After fruitless efforts on the teacher's part to rouse her the girl was carried home. She slept until last week, when she awoke to find that her childhood and girlhood were long past, and that she is now a middle-aged woman of 43. Karoline Karisdatter is not very much worried over the matter, however. She feels as fresh and as full of energy as if she had merely enjoyed a good night's rest. Her chief concern at present is to make up for lost time and complete her education, which was so abruptly interrupted. She will join an elementary school at once as the autumn term begins.

THE HARBOUR RACE.

Owing to the unsatisfactory state of the weather it was felt advisable to postpone the Harbour race which was to have taken place this evening, more particularly as competitors would find the distance exhausting enough without having the addition of a high current. Competitors and the public generally were asked to note this fact, and further particulars will be announced when the race will take place as soon as the weather is at all satisfactory.

THE ANTI-OPIMUM CAMPAIGN.

H. E. Sung Shou, Viceroy of the Minché province, has forwarded a plea to the Throne on behalf of a number of opium-smoking officials within his jurisdiction who have not been able to get rid of the habit during the three months granted by Imperial Edict, on the ground that the limit of time is too short. According to the Imperial Edict in question if upon the expiration of the three months' limit any official be found to be still indulging in the habit of opium smoking, the Viceroy, or Governor, having jurisdiction over such an official must denounce the delinquent to the Throne and ask that he be cashiered. Viceroy Sung Shou, therefore, begs Their Majesties to allow him to delay sending up his denunciatory memorial on the subject so as to give his subordinates one more chance to reform. In reply we learn that an Imperial Rescript was issued commanding the Viceroy to observe the regulations of the Imperial Commissioners of Opium Prohibition which are drastic and to the point.—*N. C. D. News.*

SECRET SOCIETIES IN CHINA.

REVOLUTIONARY AND SUPERSTITIOUS.

The New China is honeycombed with secret societies; and those who dare not speak of reform openly, or oppose directly the bad government of the mandarins, do so in the lodge or gathering-place of their club, and devise measures behind locked doors which may lead to social and political progress. Some of them are merely benefit clubs, making provision for the support of the poor members or the decent burial of the deceased, declare Mr. Jean Rodés in the *Temps* (Paris). Others wish to cultivate European or Japanese customs. Their various clubs and their aims are described in the following terms:—

"The Society for Communiting Property" aims at the modernisation of China—its rules include abstinence from opium. Its bylaws forbid the mutilation of women's feet and the adoration of spirits, etc. Its headquarters are at Canton and in the same city is a society which calls itself the "Friends of the Nation," whose members pledge themselves to buy no imported foreign goods. In Yunnan is a society called "Total Death," which, in face of the Government's weakness, has as its object the expulsion of the French from the territories they have usurped, and the repurchase of railway and its extension. In Shansi is a secret confederation which opposes the exploitation of Chinese mines by the English. In Szechuen the secret societies occupy themselves every time they meet with discussing the progress of China and making plans to raise the funds wherewith to recover the railroads now in foreign hands."

Of revolutionary clubs Mr. Rodés speaks with some contempt. They dream, like the Russians, but do not act.

"The 'Triads' and the 'Two Brothers' have members scattered throughout Southern and Central China. The two associations have amalgamated under one leader, Sun Yat Sen, with a view to bringing about the triumph of the *Kemint*, or revolutionary party, but this party is feeble, because of its absolute want of coherence and initiative. This inertia largely results from the interior mechanism of these institutions. In the lodge, which, with the passion for multiplying names so universal in China, have each a special name; the chief alone is in perfect communication with the directors and knows what their object is. The mass of the initiated remain in total ignorance of this object. Many of them actually are unaware that they are branches of such and such a greater organisation. They move as if blindfolded. And this is natural. It is impossible to make people sacrifice their lives except by rousing their passions or hypnotising them by an idea over which their minds have long brooded."

The societies in Northern China are of a different kind. They take strange names and practise strange or horrible rites like the ancient Galls or priests of Cybele in North-West Asia Minor. Mr. Rodés thus describes the "Big Knives," the "Little Knives," the "Old Lanterns," the "Old Brothers," the "Water Lilies."

"The members of these clubs all have the same rules. They neither drink fermented liquors nor smoke. They are half-vegetarians, but they practise every exercise that will increase their vigour. They employ rites of incantation, and believe that certain substances will render them invulnerable. This group of clubs originated at Chantoung, where the population are particularly warlike and members are scattered over an area that reaches to the Yangtze River. They are held to be of disolute manners, and at their annual meeting abandon themselves to all sorts of excesses. They comprise the notables, merchants, and farmers of the region. It was out of their reunion in 1900 that the Boxers were organised."

In answer to the question whether these societies of New China will ever break out into open action this writer remarks:—"Their want of training, of leadership, may perhaps some day be supplied in a crisis of affairs particularly favourable to their objects, such as the death of the Empress, or a general insurrection provoked by universal destitution. It is, however, to be feared that this eventually will not result in benefiting the ignorant mobs which call to action, but only the old Boxer element."

THE INTERPORT CRICKET MATCH.

The Interport match originally intended to take place at the beginning of October has now been postponed for a fortnight, and the Hongkong cricketers will not now leave this port before the 15th prox. The team will in all probability be picked after next Saturday's match; so far the following are almost certain to be selected:—R. Hancock, W. C. D. Tamas, A. E. Lanning, H. R. Makin, Bandsman Barton, 3rd Middlesex Regt., Corporal Sharpe, 3rd Middlesex Regt., Lieut. Home, 3rd Middlesex Regt., R. O. Hutchison, and Captain Beasley, R. A.

Two new army officers will in all probability complete the eleven, viz., Lieuts. Horton and Hooper. Although the latter knocked up 40 last week, his display was not particularly impressive.

If Lanning is unable to get away, Claxton will probably take his place as wicket keeper. His play on Saturday afternoon was very good, especially his batting.

R. O. Hutchison deserves his place on account of his batting and bowling.

Fowler and Edwards stand a chance. Both are hitters and very fair fields although Edwards' throwing in leaves much to be desired.

Captain Beasley in any case is going to play tennis and may be also included in the cricket team.

E. B. Reed and Manderson are possible change bowlers.

It is understood that, owing to the exigencies of service, leave could not be obtained by the Eastern Telegraph Company staff to go to Shanghai, and therefore, E. W. Day, Peake and Shields will not be among the chosen ones. Peake and Shields are bowlers, and the Hongkong team is weak in bowling. Day as a batsman is pretty useful.

R. E. O. Bird—probably the Club's most useful bowler on a soft wicket—is unable to get away.

The Selection Committee of the Shanghai Club has chosen twenty members of the Cricket Club and six of the Recreation Club as "possibles" for the Interport match against Hongkong, and to practise at the specially reserved nets on the Cricket Club's ground. Those selected from the Cricket Club members are:—R. N. Anderson, Capt. E. I. M. Barrett, G. M. Billings, D. Brand, A. G. H. Carruthers, G. A. Chadwick, H. R. S. Cooper, Capt. W. H. Dent, D. E. Donnelly, G. H. Gowlard, J. Lambe, V. H. Lanning, R. J. Martin, H. Middleton, W. H. Moule, W. Rodolph, N. L. Sparke, W. K. Stanton, A. R. Vincent, L. Walker and A. F. Whean. The Recreation Club's possibles are:—T. Main, H. B. Ollerdeson, A. F. Ollerdeson, T. Wallace, S. M. Wallace and O. D. Rasmussen.

YOKOHAMA SPECIE BANK.

BARON TAKAHASHI ON THE COMMERCIAL DEPRESSION.

The half-yearly general meeting of the Yokohama Specie Bank was held at the Bank's office on the 10th inst., when Baron Takahashi, President of the Bank, delivered a speech to the following effect:—"The foreign trade of the Empire during the first half of the year showed some decrease both in exports and imports as compared with the same period in last year. The amount of bills of exchange during the half-year showed no change with regard to those sent from Japan, but a decrease of about ¥2,000,000 in those received from abroad. It goes without saying that this was a result of the business depression in this country. As is well known, the price of copper suddenly fell last autumn, bringing about a financial panic in America, and this immediately affected the financial conditions in Europe. The exports of Japanese raw silk and habutae were also largely affected. At the commencement of this year the prices of these staples fell steadily, causing great anxiety, and the situation was made worse by the financial depression caused in China and India by famines in various parts of those countries. The fall of silver and copper also greatly weakened the buying power of the Chinese, with the result that the export of cotton yarn and other merchandise to China greatly decreased. In consequence of these circumstances, the development of Japanese industries was greatly hindered, the share market being specially affected. In short, it is not too much to say that a world wide financial depression prevailed from last autumn to the commencement of the half-year. These conditions necessarily imposed caution on bankers in Japan, while there was delay in the receipt of cash from abroad, with the consequence that the Empire suffered from a shortage of funds. Ordinarily, banks find it advisable to adopt a particularly prudent attitude in the first half of every year, but this year our bank used its money as much as possible in buying foreign bills. For this reason the revenue from interest and discount showed an increase in the first half as compared with the corresponding period of last year. It is necessary to recall that several failures occurred among Japanese and foreign merchants at Yokohama and Kobe, which greatly affected the Japanese and foreign Banks. This bank, unfortunately, did not escape, as it lost ¥600,000 at Kobe, and had to wait for the repayment of ¥300,000 advances at Yokohama. Such being the case, it was very much feared at one time that the net profit of the half-year would be greatly smaller than in the first half of the previous year. Owing, however, to the great efforts made by the managers and other officials, it has been possible to declare a dividend which is not much smaller than that for the same period in 1907, a result which the shareholders should consider satisfactory. The following accounts were subsequently adopted:—

Net Profit, including ¥1,097,552 brought forward from the previous

half-year ¥505,505

Placed to Reserve 500,000

Divided at the rate of ¥6 per share 1,440,000

Carried forward 1,157,552

To-day's Advertisements.

COLONIAL SECRETARY'S DEPARTMENT.

MENT.

NO. 61.—With reference to Government Notification No. 492 of 13th July, 1908, which is hereby cancelled, it is notified that on and after 1st January, 1909, the Fees (payable monthly) at Queen's College will be \$48 per annum in all classes.

F. H. MAY,

Colonial Secretary.

Hongkong, 15th September, 1908. [859]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA AND KOBÉ.

THE Steamship

JAPAN.

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargoes requiring discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co. LIMITED,

Agents.

Hongkong, 21st September, 1908. [858]

HONGKONG, NEW YORK & BOSTON.

AMERICAN ASIATIC STEAMSHIP COMPANY.

FOR NEW YORK AND BOSTON VIA PORTS AND SUEZ CANAL.

(With Liberty to Call at the MALABAR COAST.)

THE Steamship

"INDRAMAYO."

TO-MORROW, 22nd September, at 5 P.M.

For freight and further information, apply to

SHEWAN, TOMES & CO.,

General Agents.

Hongkong, 21st September, 1908. [756]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

(Calling at Port Darwin and Queensland Ports, and taking through Cargo to Adelaide, New Zealand, Tasmania, &c.)

THE Steamship

"EMPIRE."

Captain Helms, will be despatched as above on THURSDAY, the 15th October, at Noon.

This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.

The Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried.

N.B.—To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to

GIBB, LIVINGSTON & Co.,

Agents.

Hongkong, 21st September, 1908. [860]

PUBLIC AUCTION.

THE Undersigned have received instructions to sell by

PUBLIC AUCTION,

FOR ACCOUNT OF THE CONCERNED,

on

WEDNESDAY,

the 23rd September, 1908, at 2.30 P.M., at their

Sales Rooms, No. 8, Des Voeux Road,

corner of Ice House Street;

SUNDRY

GOLD AND SILVER JEWELRY,

GERMAN SILVER SPOONS, CIGAR-

ETTE CASES, PHOTO FRAMES AND

PHOTOGRAPHIC APPARATUS, MUSI-

CAL INSTRUMENTS, GOLD DAMAS-

CENE WARE, BOOKS, TYPEWRITERS,

a quantity of very fine GOLD DAMASCENE

WARE, &c., &c.

(Sold without reserve).

Catalogues will be issued.

TERMS.—As usual.

HUGHES & HOUGH,

Auctioneers.

Hongkong, 21st September, 1908. [856]

THE WEATHER.

The following report is from Mr. F. G. Figg,

Director of the Hongkong Observatory:—

On the 21st at 6.00 a.m.—Black South Cone

and Black Ball hoisted (indicates a typhoon

S.W. of Colony within 300 miles).

At 11.55 a.m.—Signals lowered.

The barometer has risen slightly over the S.

coast of China; Formosa and the Philippines,

and fallen considerably in Tongking.

The typhoon is approaching the S.E. coast

of Hainan. It seems likely to reach the neigh-

bourhood of Haiphong by to-morrow.

Pressure has increased considerably over

Japan, the northern depression having moved

away to the N.E.

Pressure remains high over the Pacific in

the neighbourhood of the Bonins and over

Central China.

Bad weather will continue to prevail over the

N.W. part of the China Sea.

Hongkong Rainfall for the 24 hours ending

at 10 a.m. to-day, 0.45 inches.

FORECAST.

1.—Hongkong and Neighbourhood, N.E.

winds strong to moderate; squally, showery.

2.—Formosa Channel, N.E. winds, fresh.

3.—South coast of China between Hongkong

and Lantau, same as No. 1.

4.—South coast of China between Hongkong

and Hainan, Orizaba, gales.

Entertainments.

YOU MAY BUY

FROM US A

VICTOR



AT

\$2 per week.

CALL AND HEAR

OUR

LATEST

RECORDS,

IMPROVED

MACHINES

AND THE

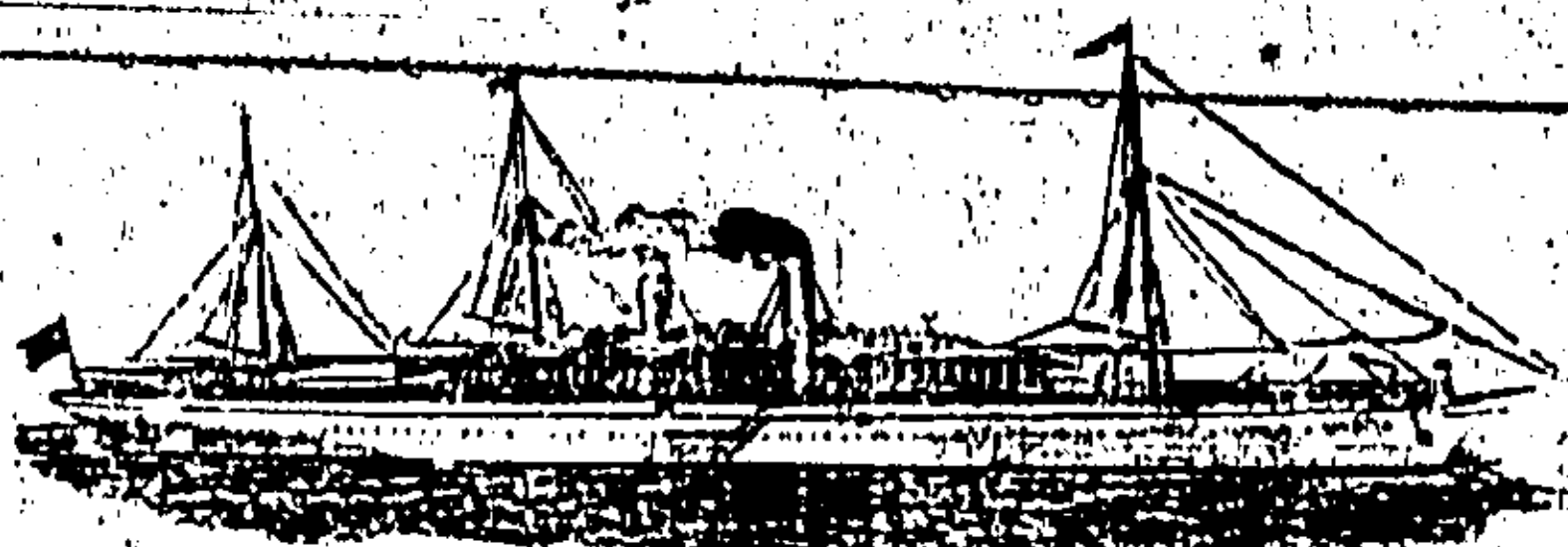
MARVELLOUS

AUXETOPHONE

THE
ROBINSON
PIANO
CO. LTD

Hongkong, 22nd August, 1908. [155]

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

Luxury—Speed—Punctuality.

The only Line that maintains a Regular Schedule Service of under 12 Days across the Pacific is the "Empress Line." Saving 5 to 10 Days Ocean Travel.

12 Days YOKOHAMA to VANCOUVER. 21 Days HONGKONG to VANCOUVER.

PROPOSED SAILINGS. (Subject to Alteration).

R.M.S.	Tons	LEAVE HONGKONG	ARRIVE VANCOUVER
"EMPEROR OF CHINA".....6,000.....		SATURDAY, Sept. 26th.....	Oct. 17th
"MONTEAGLE".....6,163.....		SATURDAY, Oct. 3rd.....	Oct. 27th
"EMPEROR OF INDIA".....6,000.....		SATURDAY, Oct. 17th.....	Nov. 7th
"EMPEROR OF JAPAN".....6,000.....		SATURDAY, Nov. 7th.....	Nov. 28th
"EMPEROR OF CHINA".....6,000.....		SATURDAY, Nov. 28th.....	Dec. 19th
"MONTEAGLE".....6,163.....		SATURDAY, Dec. 12th.....	Jan. 5th, 1909.

S.S. "LENNOX" and "GLENFARG" are Freighters only and do not carry Passengers. "EMPEROR" steamships depart from Hongkong at 4 P.M.

S.S. "MONTEAGLE," "LENNOX" and "GLENFARG" at 12 Noon.

THE Quickest route to CANADA, UNITED STATES and EUROPE, calling at SHANGHAI, NAGASAKI, (through the INLAND SEA OF JAPAN), KOBE, YOKOHAMA, and VICTORIA, B.C., connecting at VANCOUVER with a Special Mail Express, and at QUEBEC, with the Company's New Palatial "EMPEROR" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

Hongkong to London, 1st Class.....via Canadian Atlantic Ports or New York.....17 to 21 days.

Hongkong to London, Intermediate on Steamers, and 1st Class on Railways.....14 to 17 days.

First-class rates to London include cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian, Pacific direct line.

R.M.S. "MONTEAGLE" carries "Intermediate" Passengers only, at intermediate rates, affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

For further information, Maps, Routes, Hand Books, Rates of Freight and Passage, apply to U. W. CRADDOCK, General Traffic Agent for China, &c., Corner Paddy Street and Praya, Opposite Blake Pier.

INDO-CHINA STEAM NAVIGATION CO., LD.

(PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION)

For	Steamship	On
SHANGHAI	"YATSHING"	WEDNESDAY, 23rd Sept., 4 P.M.
SINGAPORE & SOERABAYA	"CHUNSHING"	FRIDAY, 25th Sept., 1 P.M.
MANILA	"LOONGSANG"	FRIDAY, 25th Sept., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"KUTSANG"	FRIDAY, 2nd Oct., Noon.
MANILA	"YUENSANG"	FRIDAY, 2nd Oct., 4 P.M.
SINGAPORE, PENANG & CALOUTTA	"NAMSANG"	FRIDAY, 9th Oct., 1 P.M.

RETURN TOURS TO JAPAN. Occurring 24 Days.

The steamers "Kutsang," "Namsang" and "Yohsang" leave about every 3 weeks for Shanghai and Yokohama returning via Kobe (Inland Sea) and Moji to Hongkong, providing a stay of 5 to 6 days in Japan if passengers leave the steamer at Yokohama and rejoin at Kobe.

These vessels have all modern improvements and are fitted throughout with Electric Light. A daily qualified surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang. For Freight or Passage, apply to

JARDINE MATHESON & CO., LD., General Managers.

Telephone No. 61. Hongkong, 21st September, 1908.

CHINA NAVIGATION CO., LIMITED.

SAILINGS SUBJECT TO ALTERATION.

FOR	STEAMERS	TO SAIL
HOIHOW, PAKHOI & HAIPHONG	"SINGAN"	23rd Sept., 10 A.M.
MANILA	"TEAN"	23rd " 4 P.M.
CEBU & ILOILO	"ANHUI"	23rd " 23rd
CHEFOO & TIENTSIN	"KUEICHOW"	24th " 24th
MANILA, ZAMBOANGA and AUS.	"TAIYUAN"	10th Oct., " 10th

MANILA and TIENTSIN STEAMERS have superior Passenger accommodation with Electric Light throughout and Electric Fans in the Staterooms and Dining Saloon.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the Staterooms. A daily qualified Surgeon is carried. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

SHANGHAI STEAMERS have good Saloon Passenger accommodation and take cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Reduced Saloon Fares, Single and Return, to Manila and Australia. For Freight or Passage, apply to

BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 21st September, 1908.



HONGKONG—MANILA.

Highest Class, power, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon and Stewards carried. All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons	Captain.	For	Sailing Date.
ZAFIRO.....	2540	R. Rodger.....	MANILA	SATURDAY, 26th Sept., at Noon.
RUBI.....	2540	Almond.....	"	SATURDAY, 3rd Oct., at Noon.

For Freight or Passage, apply to

SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 19th September, 1908.

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, ELYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL AMERICA and SOUTH AFRICAN PORTS.)

THE Steamship

"DEVANHA," Captain T. H. Hyde, R.N.R., carrying His Majesty's Mails, will be despatched from this for BOMBAY, &c., on SATURDAY, the 3rd October, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Victoria," 7,000 tons, from Colombo, Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed direct by the R.M.S. "Perseus," due in London on 14th November, 1908.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to F. J. ABBOTT, Acting Superintendent.

Hongkong, 19th September, 1908.

FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

THE Steamship

"GREGORY APCAR," Capt. S. H. Belton, will be despatched for the above Ports on WEDNESDAY, the 23rd inst., at Noon, instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is installed throughout with Electric Light and carries a duly certified Doctor.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 21st September, 1908.

NORTHERN PACIFIC LINE

Connecting at Tacoma with NORTHERN PACIFIC RAILWAY COMPANY.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR VICTORIA, B.C., AND TACOMA, VIA

KEELUNG, MOJI, KOBE, YOKKAICHI, SHIMIZU AND YOKOHAMA.

Steamer	Tons	Captain	To Sail
"Inverclyde".....4,789		Jas. Boyd.....	Sept. 22nd
"Craigvar".....4,415		B. C. Edmonds.....	Oct. 9th
"Inverclyde".....4,415		W. Shotton.....	Nov. 10th
"Kamorta".....6,219		P. S. Cowley.....	Dec. 1st
"Yeddo".....4,583		G. B. McGill.....	Dec. 22nd

These steamers are specially fitted for the carriage of Asiatic Steamer passengers.

PARCEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings. Hongkong, 17th September, 1908.

REGULAR STEAMSHIP SERVICE TO NEW YORK.

VIA PORTS AND SUEZ CANAL, (With Liberty to Call at Malabar Coast).

PROPOSED SAILINGS FROM HONGKONG

FOR NEW YORK: S.S. "SHIMOSA".....10th Oct.

For Freight and further information, apply to DODWELL & CO., LIMITED, Agents.

Hongkong, 8th September, 1908.

STEAM TO CANTON.

THE New Twin-Screw Steel Steamers

"KWONG TUNG".....Capt. H. W. WALKER. "KWONG SAI".....Capt. R. S. CROWE.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 5.30 every evening, (Sunday excepted).

These Fine Steamers have unexcelled Accommodation for First Class Passengers and are lit throughout by Electricity. Electric Fans in First Class Cabins.

Passage Fare—Single Journey.....\$4. Meals.....\$1.25, each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., No. 4, Queen's Road West.

Hongkong, 19th Sept. 1908.

Shipping—Steamers.

DOUGLAS STEAMSHIP COMPANY, LIMITED.

FOR SWATOW, AMOY AND FOOCOW.

THE Company's Steamship

"HAICHING" Captain Passmore, will be despatched for the above Ports, TO-MORROW, the 22nd inst., at 2 o'clock P.M.

A Reduction of 20% on First Class Fares to Foocow will be made during the Month of September.

For Freight or Passage, apply to DOUGLAS L. FRAIK & Co., General Managers.

Hongkong, 21st September, 1908.

FOR SINGAPORE, PENANG AND CALCUTTA.

THE Steamship

"JAPAN," Captain J. G. Offiant, will be despatched for the above Ports on WEDNESDAY, the 23rd inst., at 1 P.M., instead of as previously advertised.

For Freight or Passage, apply to DAVID SASSOON & CO., LIMITED, Agents.

Hongkong, 21st September, 1908.

Intimations

PEAK TRAMWAYS COMPANY, LIMITED.

TIME TABLE

WEEK DAYS.

7.00 a.m. to 9.30 a.m. Every 10 minutes.

9.30 a.m. to 11.00 a.m. Every 15 minutes.

11.00 a.m. to 12.45 p.m. Every 15 minutes.

12.45 p.m. to 1.15 p.m. Every 10 minutes.

1.15 p.m. to 1.45 p.m. Every 15 minutes.

1.45 p.m. to 2.15 p.m. Every 10 minutes.

2.15 p.m. to 3.00 p.m. Every 15 minutes.

3.00 p.m. to 5.00 p.m. Every 10 minutes.

5.00 p.m. to 6.00 p.m. Every 15 minutes.

6.00 p.m. to 7.00 p.m. Every 10 minutes.

7.00 p.m. to 8.00 p.m. Every 10 minutes.

NIGHT CARS on Week Days.

SATURDAY.

Extra cars at 3.15 p.m., 11.30 p.m., and 11.45 p.m.

SPECIAL CARS by Arrangement at the Company's Office, ALEXANDRA BUILDINGS, Des Voeux Road Central.

JOHN D. HUMPHREYS & SON, General Managers.

Hongkong, 4th June, 1907.

O. C. MOOSA,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED A LARGE AND

SPLENDID STOCK OF

FRENCH MILLINERY,

IN

VARIOUS SHAPES AND COLOURS.

SHOES! SHOES! SHOES!

IN

BLK. AND TAN GLACE KID

from the best American Manufacturer

FLANNELS, TWEEDS, SERGES, Ladies' DRESSING GOWNS and JACKETS.

Samples on application. Coast ports orders carefully executed.

Hongkong, 19th September, 1908.

THE RAPID MAY NOW ALSO BE OBTAINED IN DRAGEE (TASTELESS) FORM.

THE NEW FRENCH REMEDY

TRADE THERAPION MARK.

This successful and highly popular remedy, used in the Continental Hospitals by Ricord, Mozan, Jobert, Velpeau and others, combines all the desiderata to be sought in a medicine of the kind, and surpasses every other thing hitherto employed.

It is a rapidly short time, often a few days only, removes all discharges, effectually neutralizing the action of the virus, which does irreparable harm by laying the foundation of stricture and other serious diseases. Indispensable to the relief of the most violent cases, it is the only remedy which will be found effectually efficacious, affording prompt relief where all other remedies have failed.

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SHARE QUOTATIONS.

Supplied by Messrs. E. S. KADOORIE & Co. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT.	AT WORKING ACCOUNT.	LAST DIVIDEND.	APPROXIMATE PERCENT QUOTATION, BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
BANKS.								
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$14,000,000 \$150,000	\$2,005,774	Interim of £2 for first half year @ ex 1/94 = \$21.942	5 1/2 %	\$270 London £70 1/2
National Bank of China, Limited	99,925	£7	£8	£4,000 \$150,000	\$10,223	\$2 (London 3/6) for 1903	...	\$50
MARINE INSURANCES.								
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$19,058 \$401,959 £125,000	none	\$20 for 1906	9 1/2 %	\$215
North-China Insurance Company, Limited	10,000	£15	£5	Tls. 100,000 Tls. 48,942	Tls. 204,424	Interim of 7/5 ex 2/5 for 1907	6 %	Tls. 83 buyers
Union Insurance Society of Canton, Limited	12,400	\$250	\$100	\$1,000,000 £100,000 \$102,478 £19,691 \$127,649	\$2,506,011	Final of \$15 making \$45 for 1906 and Interim of \$30 for 1907	5 1/2 %	\$265 sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$1,000,000 \$109,032 \$85,157	\$591,763	\$12 and bonus \$3 for 1906	9 %	\$167 sellers
FIRE INSURANCES.								
China Fire Insurance Company, Limited	20,000	\$100	\$10	\$1,000,000 \$146,097 \$13,802	\$,724,432	\$5 and bonus \$2 for 1906	8 1/2 %	\$94 buyers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,333,941	\$428,027	\$27 for 1906	8 1/2 %	\$320 buyers
SHIPPING.								
China and Manila Steamship Company, Limited	30,000	\$25	\$24	\$7,000 \$264,638	\$1,935	\$1 for 1906	...	\$15
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$99,067 \$250,000 \$157,500	Nil.	\$2 1/2 for year ending 30.1.1908	10 %	\$24 1/2 ex div.
Hongkong, Canton & Macao Steamboat Co., Ltd.	80,000	\$15	\$15	\$17,766 \$17,651 £10,000 £24,400	\$17,755	\$1 1/2 for first half-year ending 30.6.08	7 1/2 %	\$28 1/2 buyers
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	£5	£5	£24,400	£11,755	6 1/2 for 1907 on Preference shares only @ ex 1/3 11/16 = \$3.154	5 1/2 %	\$33 \$20
Shanghai Tug and Lighter Company, Limited	200,000	Tls. 50	Tls. 50	Tls. 75,000 £73,000	Tls. 14,510	Interim of Tls. 1 1/2 for account 1908	7 1/2 %	Tls. 47 sellers
"Shell" Transport and Trading Company, Limited	2,000,000	£1	£1	£100,000 \$65,000	£63,817	Final of 1 1/2 making 3 1/2 for 1907 and 1 1/2 term of 1 1/2 (No. 10) for 1/2 1908	6 1/2 %	Tls. 51 buyers
"Star" Ferry Company, Limited	10,000	\$10	\$10	\$147,221	\$98	\$1.00 for year ending 30.4.1908	4 1/2 %	\$25
Taku Tug and Lighter Company, Limited	30,000	Tls. 50	Tls. 50	Tls. 140,000 Tls. 60,255 Tls. 10,000 Tls. 110,000 Tls. 47,538	Tls. 6,869	Final of Tls. 7 1/2 making Tls. 5 for 1907	11 %	Tls. 45 buyers
REFINERIES.								
China Sugar Refining Company, Limited	10,000	100	100	\$56,848	Dr. \$279,371	\$8 for year ending 31.12.06	...	125
Luxon Sugar Refining Company, Limited	7,000	100	100	none	Dr. \$135,131	13 1/2 (1897)	...	\$22
Perak Sugar Cultivation Company, Limited	7,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 9,473	Tls. 4 (8 %) for year ending 31.8.06	...	Tls. 90 sellers
MINING.								
Chinese Engineering and Mining Company, Ltd.	1,000,000	£1	£1	£150,000 £12,189	£12,556	Interim of 1/6 (No. 10) for account 1908	7 1/2 %	Tls. 16
Raub Australian Gold Mining Company, Limited	150,000	£1	1/10	£4,873	Dr. £3,491	No. 12 of 1/4 = 48 cents	...	\$7 1/2
DOCKS, WHARVES & GODOWNS.								
Ferwick (Geo.) & Co., Limited	18,000	\$15	\$15	\$53,601	\$3,726	\$1.75 for year ending 31.12.06	...	\$13
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$10	\$10	\$126,816 \$40,000	\$3,556	Final of \$1 1/2 making \$3 1/2 for 1907	7 %	\$50
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$50	\$10	\$176,191 \$50,000	\$84,847	Interim of \$4 for account 1903	8 1/2 %	\$96
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 1,000,000 Tls. 607,357	Tls. 33,742	Final of Tls. 2 1/2 making in all Tls. 5 for year ending 30.4.08	6 %	Tls. 84 1/2 buyers
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 100	Tls. 100	Tls. 75,000 Tls. 125,000	Tls. 22,626	Interim of Tls. 4 for account 1908	10 %	Tls. 162 1/2 sellers
LANDS, HOTELS & BUILDINGS.								
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 25,000	Tls. 6,531	Tls. 6 for 1907	6 %	Tls. 101 sellers
Astor House Hotel Company, Limited (Shanghai)	30,000	\$25	\$25	\$30,000	Dr. 2,200	\$2 1/2 for year ending 30.6.07	...	\$10 sellers
Central Stores, Limited	50,123	\$15	\$15	\$1,000 \$648,975	\$6,178	\$1.80 for 1906	...	\$12 sellers
Hongkong Hotel Company, Limited	12,000	\$50	\$50	\$12,000	\$14,639	Interim of 1/3 for account 1908	9 1/2 %	77
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$100	\$100	\$250,000	\$30,915	Interim of \$3 1/2 for account 1908	7 1/2 %	\$94
Humphreys Estate & Finance Company, Limited	150,000	\$10	\$10	\$217,420 \$50,000	14,621	70 cents for 1907	7 1/2 %	\$9 1/2
Kowloon Land and Building Company, Limited	6,000	\$50	\$50	none	1652	\$1 1/2 for 1907	6 1/2 %	\$27
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	{ Tls. 1,523,045 Tls. 170,000 none	Tls. 107,517	Interim of Tls. 3 for account 1908	7 %	Tls. 114 sellers
West Point Building Company, Limited	12,500	\$50	\$10	none	\$1,541	Interim of \$2 for account 1908	9 %	\$46
COTTON MILLS.								
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 50	{ Tls. 150,000 Tls. 45,939 \$60,000	Tls. 8,807	Tls. 2 1/2 for year ended 31.10.1907	4 %	Tls. 64 sellers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$10	none	\$14,269	50 cents for year ending 31.7.07	4 1/2 %	\$21 sales
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 150,000	Tls. 85,519	Tls. 6 for year ended 30.9.06 (8 %)	...	Tls. 63 sellers
Laon-kung-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 100	none	Tls. 6,303	Tls. 8 for 1906	...	Tls. 85 sellers
Soy Chee Cotton Spinning Company, Limited	2,000	Tls. 500	Tls. 500	Tls. 28,257	Tls. 50,063	Tls. 50 for 1906	...	Tls. 24 1/2 sellers
MISCELLANEOUS.								
Bell's Asbestos Eastern Agency, Limited	5,604	12/6	12/6	£1,500	£148	10 1/2 per share for 1907 = \$1.037	13 1/2 %	\$7 1/2 sales
China-Borneo Company, Limited	60,000	\$12	\$12	\$25,000	Nil.	\$1.20 for 1907	11 1/2 %	\$10 1/2
China Light and Power Company, Limited	50,000	\$10	\$10	none	\$25,000	60 cents for year ended 28.2.06	...	\$6 1/2
Do. Do. special shares	50,000	\$1 1/2	\$1 1/2	none	\$25,000	80 cents for 1907	8 1/2 %	\$9 1/2
China Private Loan & Mortgage Company, Ltd.	125,000	\$10	\$10	\$100,000 \$60,000	\$8,593			
Dairy Farm Company, Limited	25,000	\$7 1/2	\$6	\$5,000	\$2,974	\$1.50 for year ending 31.7.07	6 1/2 %	\$20 sales
Green Island Cement Company, Limited	400,000	\$10	\$10	\$12,000	15,078	Interim of 40 cents for account 1908	12 1/2 %	\$10 sales
H. Price & Company, Limited	12,000	\$10	\$10	\$5,000	\$251	75 cents for 9 months ending 31.12.07	8 %	\$12 buyers
Hall & Holtz, Limited	21,600	\$20	\$20	\$180,000	18,917	\$2 for year ending 28.2.08	10 %	\$20 sellers
Hongkong Electric Company, Limited	60,000	\$10	\$10	none	\$9,321	\$1 and bonus 20 cts. for year ending 29.2.08	6 1/2 %	\$18
Hongkong Ice Company, Limited	1,000	\$25	\$25	\$120,000	\$4,578	Interim of \$1 for account 1907	8 1/2 %	\$35 1/2
Hongkong Rope Manufacturing Company, Ltd.	63,000	\$10	\$10	none	\$8,191	Interim of \$1 for account 1908	8 %	\$25
Maatschappij tot Mijn-, Bosch- en Landbouwex- ploitatie in Langkat, Limited	25,000	Ga. 100	Ga. 100	{ Tls. 547,500 Tls. 37,603	Tls. 17,127	Interim of Tls. 10 for 2nd quarter 80 cents on fully paid shares and 6 cents on 1/2 \$1 paid shares for year ending 30.4.08	5 1/2 %	Tls. 620 buyers
Peak Tramways Company, Limited	25,000	\$10	\$10	\$5,000	\$7,471		6 1/2 %	\$14
Peak Tramways Company (new)	50,000	\$10	\$10	none			4 1/2 %	\$2
Philippine Company, Limited	75,000	\$10	\$10	none	Nil.	None	...	\$8
Shanghai Gas Company, Limited	24,000	Tls. 50	Tls. 50	Tls. 100,000	Tls. 6,503	Final of Tls. 4 making Tls. 7 1/2 for 1907	6 1/2 %	Tls. 115 buyers
Shanghai-Somatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	{ Tls. 24,820 Tls. 75,000	Tls. 8,493	Final of Tls. 9 making in all Tls. 14 for 1907	14 %	Tls. 100 buyers
Shanghai Waterworks Company, Limited	16,510	£20	£20	Tls. 190,000	Tls. 58,332	Final of 37/6 making 52/6 for 1907	...	Tls. 400
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$90,337	None	...	125
Steam Laundry Company, Limited	25,000	\$1	\$1	none	\$478	40 cents for year ending 31.5.07	6 1/2 %	\$6
Tientsin Waterworks Company, Limited	1,000	Tls. 100	Tls. 100	{ Tls. 15,295 Tls. 100,000	Tls. 201	Tls. 6 1/2 for year ending 30.4.07	...	Tls. 100
Union Waterboat Company, Limited	50,000	\$10	\$10	none	\$111	50 cents for 1907	4 1/2 %	\$10 1/2
United Asbestos Oriental Agency, Limited	10,000	\$10	\$4	\$55,000	\$1,360	80 cents on 9,000 ord. shares and \$19.80 on 100 Founders shares for yr. end. 31.5.07	6 1/2 %	\$18
Watson, (A. S.) & Co., Limited	90,000	\$10	\$10	{ \$300,000 \$25,000	26,438	Final of 50 cents = 3 1/2 % making 60 cents for year ending 31.12.07	6 %	\$10
William Powell, Limited	15,000	\$10	\$10	none	\$21	Final of 50 cts. making 80 cts. for the year ended 30.4.1908	...	\$5 sales

* These shares are entitled to half of the profits ...

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THE MANAGERS,
Singapore Press Printing Co., Ltd.
Hongkong, 10th November, 1901. [A]